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diery out of Porto Rico). The foot-notes are especially interesting, in their identifications and comparisons. No time has been wasted on literary style. In brief, the book is, as was said at the beginning, not a finished product, but rather the announcement of a research which is still in progress. Further, it is indication that, once this research is finished, the Institute of Jamaica will have laid before students in Kingston materials from which to write, and that among these students none are more likely than Mr. Cundall and Mr. Pietersz to write, an unassailable history of Jamaica under the Spaniards.

I. A. WRIGHT.

*Historia del Comercio con las Indias durante el Dominio de los Austrias.* Por D. GERVASIO DE ARTÍÑANO Y DE GALDÁCANO. (Barcelona: Oliva de Vilanova. 1917. Pp. 350. 12 pesetas.)

SEÑOR GERVASIO DE ARTÍÑANO'S volume contains a vivid description of the fortunes of Spanish colonial trade and naval power in the sixteenth and seventeenth centuries. It is also an eloquent appeal to Spaniards for the industrial and maritime regeneration of their country. The political decline of Spain under the princes of the House of Hapsburg was coincident with the decay of sea-power, and sea-power was lost through the consistent sacrifice by the crown of industrial and commercial interests to immediate political and financial ends. The moral for the Spaniard to-day is obvious. Sea-power and trade go hand in hand, and with them national well-being. Agriculture and manufactures must therefore be strenuously encouraged, imposts lessened, conditions of traffic improved, and above all the nation must be educated, technically and morally, to the dignity and the necessity of labor. Such is the burden of the writer's theme.

With this in mind the book should be judged. It is a historical work, but makes no pretense to great erudition. Its appeal is first to the patriot rather than to the scholar. After a somewhat discursive introduction, the author describes in successive chapters the administrative organization of early Spanish colonial commerce, fleets and convoys, passengers and contraband, the ways and means of trade, corsairs, ships and shipbuilding. Several appendixes follow, of extracts from sources already in print but not easily accessible to the general reader. Information is gleaned largely from Veitia Linaje's *Norte de la Contratación de las Indias*, from the Laws of the Indies, Herrera, Esquemeling, and a few manuscripts in the historical collections at Madrid. The Archives of the Indies in Seville were not used, nor to any extent the great miscellanies of printed documents taken from the same repository.

The story therefore is rather loosely told, the origins of customs and institutions are imperfectly understood, and misstatements are frequent owing to lack of knowledge of the sources. It is far from true that in the beginning the ideal of the Spanish sovereigns was free trade, even

for Castilians, with the Indies. The Casa de Contratación in its inception was designed, not to foster the traffic of private merchants, but to manage the trade of the crown, and a royal monopoly seems to have been contemplated like that of the Portuguese king with India. The evil features of the colonial system, as they became apparent in the time of Philip II., inhere in the dispositions of the Catholic kings themselves. The book is also wanting in the perspective which might have been gained from a closer acquaintance with the contemporary usages of other nations, especially in the commerce of the Mediterranean. There are few features of the organization of early American trade for which no precedents can be found in the regulations of the maritime cities of southern Europe, such as Amalfi, Pisa, and Venice.

The chapter on the history of privateering in Spanish-American seas is the least satisfactory. Artiñano, unaware of the terrible depredations of the French in the Caribbean in the time of Charles V., designates the expedition of Drake and Hawkins in 1567-1569 as the first piratical excursion into that region; and he persists in the antiquated Spanish notion that every foreign interloper in the Indies was a pirate. Barbadoes, St. Kitts, and the other Lesser Antilles were therefore settled by pirates (p. 195), and all the colonies of that era, save those of Spain and Portugal, were inspired solely by the thirst for plunder and the greed of gold (p. 39). Finally, it was the buccaneers alone who enabled the other maritime powers to maintain themselves in the West Indies and on the American coasts. Without them, Spain would probably have been able to repel these intrusions (p. 239). The writer's knowledge of the English and French colonies seems to have been gained almost entirely from Esquemeling.

These criticisms are ventured, not in a captious spirit, but in the consciousness that the author has intended only a rapid sketch of the greatness and decay of his country, as the text of his appeal for a rejuvenated Spain. His generalizations, except where vitiated by insufficient evidence, display thought and insight, and his comparison of Spanish colonial policy with the Navigation Acts of Cromwell is very apt. The spirited style, the excellent letter-press, and the absence of pedantry, should recommend the volume to a very wide public. Of the illustrations the frontispiece is most interesting, a photograph of a sixteenth-century painting which depicts the city and port of Seville.

C. H. HARING.

*The Danish West Indies under Company Rule, 1671-1754, with a Supplementary Chapter, 1755-1917.* By WALDEMAR WESTERGAARD, Ph.D., Assistant Professor of History at Pomona College. With an Introduction by H. MORSE STEPHENS, Sather Professor of History at the University of California. (New York: Macmillan Company. 1917. Pp. xxiv, 359. \$3.00.)

IN spite of the inevitable lapse of interest in the history of the West